

Daily Eagle

M. M. MURDOCK, Editor.

SUNDAY MORNING, NOV. 7, 1886.

The proposition to hold a convention for the purpose of changing the state constitution was voted on in New York last Tuesday, and was carried.

Respectfully dedicated to the late Democratic (?) candidate for state auditor:

De strongest thing aint allus de best. It's de green persimmon dat draws up yer mouth. It an stronger den de ripe one, but it aint but so good.

Mr. Hurd, so it is stated, "accepted his defeat gracefully." Considering that Mr. Hurd has been defeated five times out of eight he ought to have acquired some grace in that direction.—K. C. Times.

Jesse.

The grand old Republican procession oes marching bravely on, receiving accessions to its ranks in its progress. The contribution to its sturdy columns of five congressional representatives from hitherto staunch old Bourbon Virginia, and two additional from Kentucky, indicates that the light of true progression is breaking over the south and gives hope for better things from that direction in future.

According to the annual report of the State Board of Agriculture, just issued, there is still remaining in the Wichita land district public land subject to settlement under the public lands acts of congress in numbers of acres and located in counties as follows: Reno 5,000, Sedgewick 200, Butler 2,000, Cowley 4,000, Sumner 200, Harper 800, Kingman 1,000, Elk 1,000, Chautauque 1,000, Greenwood 1,000. The local land office fee for an entry of more than 80 acres is \$14; for 80 acres or less, \$9.

Chicago is again in the midst of another outbreak of labor troubles. The dispatches this morning announce that the executive committee of the Knights of Labor issued a formal order yesterday afternoon calling out all the men employed in the stock yards. This action, after the destined declaration by the great labor convention at Richmond recently that no more strikes would be permitted, indicates that there is something radically wrong somewhere. Meanwhile the innocent public is made to suffer by the suspension of business in a large measure in the stupendous live stock interests.

Guess we may look out for a stunner in the way of an annual message from the president, including reports from the heads of departments. Mr. Cleveland has given formal notice that from now until after the assembling of congress he will receive no callers unless strictly on business, as he needs all the time to attend to the public interests. It is also given that Assistant Secretary Fairchild will act as secretary of the treasury on the days of cabinet meetings, so as to permit the attendance upon those meetings of Secretary Manning, that the business of his department may go on uninterrupted. It is not stated that the other cabinet officers have taken similar action; perhaps it is not necessary, since none of them have been absent from their posts as often and as long as the two named.

An afternoon Kansas City paper, Thursday, published the announcement that Judge Phillips, the defeated Democratic candidate for congress in that district, would contest the election with Mr. Warner, his successful competitor. The Times has the manliness to condemn the move, and asserts that it is an unauthorized scheme of Boss Conigars to save himself from pecuniary loss by gambling on the result of the election. The Times also frankly admits that such a contest, even if it should be successful and result in seating Phillips, would cost the Democratic party in that district ten thousand votes two years hence. While it was possessed for the moment with a spirit virtuous honest our esteemed contemporary might have added that the district would gain nothing in the way of capacity and ability by an exchange, inasmuch as Major Warner is one of the most laborious, painstaking members of the house, Kansas City certainly has nothing to complain of at his hands.

Wichita, through her EAGLE, snapping at Kansas City. It reminds us of the man whose wife used to cuff and slap him often when remonstrated with for permitting it, said: "It don't hurt me and does Sarah Jones lots of good." Now, Marsh, you have built up Wichita, but don't try to down K. C. for you can't do 'er.—Klona Journal.

"If we can't do 'er' what is Kansas City squirming about? What is a delegation of her leading citizens doing in St. Louis now? What are they kicking about?"

What did Jay Gould mean when he remarked to some friends in the board of trade rooms in St. Louis a few weeks since, while talking about his railroad extensions into Kansas and Colorado and the projects of a commercial center, that he could place his finger on the coming city between St. Louis and San Francisco, and when asked to do so stepped up to the major and placed his index finger on Wichita? Why did St. Louis capitalists invest immediately thereafter in Wichita property to the amount of three hundred thousand dollars? Why did the largest real estate dealer and capitalist in Kansas City spend a week recently in Wichita looking out for real estate, and while here said that there had been more and better buildings put up in Wichita this summer than in Kansas City, both for business and residences? Why are four trunk line railroads—two of them the largest in the world—making all haste to reach Wichita? Is not Kansas the greatest state in the west? Is not the Arkansas valley, from Colorado to the Indian Territory, one of the finest valleys in the world? Is not Wichita admitted by all to be the commercial center of this great valley and commonwealth?—If not, why not?

The largest gain made by any Kansas county that made by Sedgewick. She first took rank in 1870, when, as regards population, she ranked at the forty-eighth place. She now ranks third, having attained that place in fifteen years.

LIVE WE FOR WHAT?

BY MAJOR MACNAMARA.

Is it all of life to live and dream,
And fiercely strive to gather treasure?
To make each hour a golden gleam,
And our lives one round of pleasure?
To live thus—Oh, is this all?

Do we live to climb Ambition's hill—
To rear its merciless flag on high—
And scathe the hearts by which we will
From earth mount to Ambition's sky?
While we ascend may we not fall—
Live we for this—Oh, is this all?

Live we for music, joy and mirth,
For all the gladness life can give;
For man is there no after birth,
Is there naught else for which to live?
Oh, is not pleasure but a thrall—
Live we for this—Oh, is this all?

Live we for sunlight, fragrance, flowers,
For roses rare to strew our path,
Live we for lightly to be blown about,
Is there for man no after math?
Ah, is there naught that will appal
Man in the future, after all?

Live we for love—its fleeting joys—
Live we for things that time will end,
Is life aught else but cold alloys,
The meanness drops the world can lend?
The greatest joys of life are small,
And this we'll find—Oh, after all!

Wichita, Kan., Nov. 3, 1886.

MORE RAILROADS.

The Mulvane, Ulysses and Trinidad railroad company filed a charter with the secretary of state Friday. This road will run from Mulvane through the counties of Sumner, Kingman, Pratt, Comanche, Ford, Clark, Meade, Finney, Hamilton, Seward, Stevens and Morton. The headquarters of the company are at Ulysses, Hamilton county, and the directors are Geo. W. W. Earp, Sam J. Kearney, Chas. Fox, Chas. B. Core and Herbert T. Gill, all of Ulysses.

The Kansas and Arkansas Valley railroad company was also chartered. The object of the company is to build a line of road from Arkansas City south along the Arkansas river to the southern line of the county, a distance of fifteen miles. The directors are James Hill, L. J. miles, J. S. Huley, Charles Hutchins and William M. Junking. Capital stock, \$300,000.

TRY AGAIN.

To the Editor of the Eagle.

In answer to R. H. as to who is United States consul at Melbourne, Victoria, in Australia, I can say this: O. M. Spencer, of Iowa, was such consul a year or so ago. A letter of inquiry addressed to the Secretary of State at Washington, will get the information. For merely official business with the Melbourne office a request addressed to the United States consul in that city, bearing 12 cents postage to one-half ounce, is sufficient. W. E. H.

NO CONCLUSION REACHED.

From the Globe Democrat.

The meeting of the Southwestern Association and its lines interested in Kansas transportation, which began at the Southern day before yesterday, was continued through the morning and afternoon yesterday, and will be resumed this morning. The committee appointed the day before to report upon the subject of readjustment of rates announced that they had been unable to agree upon a report, and they were discharged. The subject was then referred to the general meeting for discussion, and the various interests presented their views at length. At the afternoon session a resolution was introduced by the Missouri Pacific providing that inasmuch as the general meeting was unable to conclude what was the most just and equitable basis for making rates from the Missouri river points and St. Louis and Chicago to the territory in Kansas in dispute, the question be settled by arbitration. This proposition was the subject of a good deal of controversy and argument, and a vote upon the resolution was delayed until this morning. The basis of arbitration proposed was that one representative be appointed by each of the parties interested—the Missouri Pacific, Atchison, Topeka and Santa Fe, St. Louis and San Francisco, and Southwestern Association—these to appoint a fifth in the event they cannot agree. The resolution also provides for holding a large number of points in Kansas, and this is an important consideration in the matter. In fact, if the meeting fails to agree upon this basis of settlement, it will probably be because of some particular business involved in this pool, concessions in which some of the roads may be unwilling to render.

Commissioner Mideley is quoted as saying that "the Missouri Pacific claims a differential should be allowed to the lower route, but does not want any change made in the through rate, that being the same by both routes." The Missouri Pacific people say that this statement of the case is inaccurate. The road asks for a slight change in the through rate, but the request of the St. Louis lines contemplate a slight change in the present through tariff rates. However, the through rates via Kansas City and via the direct lines will, in the event such change is made, be the same.

ELECTION ECHOES.

Atchison county will send a colored man to the Kansas legislature in the person of C. A. Griffith.

The big vote of McCarthy shows the number of Democrats who refused to swallow W. D. Kelly.

Hon. L. K. Kirk, of Garnett, was elected senator to fill the vacancy caused by the death of the late J. H. Whitford.

Osborne went Republican. Martin carried St. John's home, and St. John, whisky Democrat, carried Martin's home.

It is stated that Frank James was the first man at the polls in Independence, Mo., and remained there all day long working like a beaver for Judge Phillips.

The next time the Democracy of Kansas place a ticket in the field they will look out and put Democrats at the head of their ticket and not renegade Republicans.

Salt river is not good for fishing, but along the headwaters of the stream there are excellent situations for retired politicians to locate and laundry their dirty linen.

The Democrats of Greenwood county claim the election of their candidate for representative. The vote is very close and the official returns will be required to determine.

Politically the workingmen seem disposed to follow the advice of some of their safest leaders—men like Powderly and Arthur—and substitute the ballot for strikes and disturbances.

Gallantry asserted itself in the politics of Woodson county, Kansas. The county is reliably Republican. Every Republican candidate was elected except the county school superintendent, who is a lady, Miss Rhea.

At the Republican headquarters at Topeka on election night a banner was displayed, "For President in 1888, James G. Blaine, of Maine; for Vice President, Theodore Roosevelt, of New York—Atchison Champion.

THE RAILWAYS.

Shall St. Louis or Kansas City be the First Center.

A conference will be held at the Southern today between the Southwestern railway association and the Frisco, Atchison and Gulf roads, and upon an amicable adjustment of existing differences and the establishment of an equitable basis upon which to work in the future, depends all promise of the maintenance of the agreed schedule of rates, if not the life of the association itself; but it does not now appear how the association, specially the Missouri Pacific, can consistently accede to the demands of the Atchison, even for the sake of peace, for peace under such conditions would be equivalent to a most humiliating surrender on the part of the Missouri Pacific of the increased earning power and widened influence to secure traffic which it has justly secured by extension of mileage in central and southern Kansas. It is true that these mileage extensions have rapidly changed the currents of trade in Kansas by diverting business to new channels which the extensions have created, but no law of trade has been violated, notwithstanding a few commercial centers lose much of business that has hitherto gone to them, but which at best could not do more than make temporary markets of them without the adoption of arbitrary measures on the part of the transportation lines, and the road issue, and the one that will appear at today's meeting will be, shall arbitrary and unjustifiable methods be employed to sustain unnatural trade currents for the benefit of a few minor business centers; or shall commerce be allowed to flow without obstruction to its natural objective points?

Before southern Kansas had been gripped by tracks of the Frisco and Missouri Pacific, more especially by those of the latter road, Kansas City was the first point of accumulation, and the rate to St. Louis from the producing region was the sum of the locals via Kansas City, and it was an equitable basis for Kansas City was then the first objective point as well as the focal of the system of roads in central and southern Kansas, but of course it was chiefly a point of distribution in transit. Changes of ownership were made farther east, still a good round per cent of it paid tribute to Kansas City factors, and justly so, for that was a recognized distributing point and the one principal gateway into and out of a wide region of country. But new trade currents have since been established between central and southern Kansas and the Mississippi and St. Louis is now the objective point of the territory, and commerce seeks the channels which diverge to the southwest from Sedalia passing by and on the other or south side, of Kansas City. Thus we have the situation as it was and is, and it is for the Missouri Pacific to say whether the power and opportunity of those new channels of trade movements, which are wholly of its own making, shall be allowed to flow on in their natural course or be hindered, that a circuitous current and a minor trade center may participate in trade distributions, that are absolutely foreign to them and upon which they have no legitimate claim. This question the Missouri Pacific will be called upon to answer today, and unless it proposes to neutralize its own efforts and money expenditures in Kansas it must insist that the rate basis of the sum of the local via Kansas City be forever abrogated on traffic destined for St. Louis.

The rate per 100 pounds from the Wichita territory to St. Louis is three cents less via Fort Scott or Paola than via Kansas City—the latter route's rate being made up by adding locals together. But the difference in the rate is not the only thing that is troubling the Atchison road, although the diversion of business to the lower route is very great. It is this matter as the attorney for Kansas City and that burg will be expected to be very liberal to the Atchison in the way of terminal points and other advantages for its efforts to force business out of its natural channel for Kansas City's benefit, and whether it succeeds or not the obligation will be there, and Kansas City will not be allowed to lose sight of that fact. But as a plain business proposition, why should not the lower route have the full benefit of the mileage advantage? In commercial enterprise the merit of an advantageously located store house is recognized, and business of every description reverts to the same general basis. Natural or artificial advantage is what every business man strives for, and when secured he would be worse than an imbecile to surrender it without a fight, and as the Missouri Pacific possesses both natural and artificial advantages in the Wichita territory and is far from being in weak hands, it is reasonable to suppose that it will have full recognition of them at today's conference or wheel into line and measure strength with all opposition.

Mr. Gould has protested many times that St. Louis was the objective point of his entire system of railways; that St. Louis was and should be the only great center of accumulation and distribution of traffic passing to or coming from the southwest; that St. Louis should be the first point for changing the ownership of the product of the southwest, after leaving the hands of the local buyer; that traffic tariffs on his line had uniformly been made to conform to that idea, and that that policy would be further widened and strengthened. These things he has said many times and now he is brought face to face with a problem that puts his theories and promises in direct antagonism to the demands of his most powerful and relentless rival, and either he or the Atchison people must back square down, and whichever yields surrenders his hold upon the casabond traffic of southern Kansas. But that it is not all the fight is for. Kansas City demands that this traffic shall seek her market first, and be sent from there direct to eastern and foreign centers of distribution, which would, of course, deprive St. Louis of all participation in southern Kansas trade. The traffic would go thundering across the bridge, stopping only to change locomotives, and leave no tribute of any kind to show it had traveled this way. St. Louis demands that all this traffic be brought to her markets as the first point of accumulation and distribution, and demands further that the new channel of trade which the Missouri Pacific has established between the grain fields and stock ranches of the southwest be operated to the end. The issue is plain and distinct, and it is for the Missouri Pacific to say when, where and what the result of the struggle shall be.

KINKS.

The district court at Wellington will begin its November term next Tuesday, with 224 cases on its civil docket and sixteen on its criminal.

There are only 1,000 Indians now in Kansas. The Pottawatomies are in Jackson county, the Chippewas and Muncies in Franklin county, the Kickapoo, Iowas and Sac and Fox in Brown county, Kas. and Richardson county, Neb.

Governor Martin has offered a reward of \$300 for the capture of John Nelson, the Comanche county murderer, who escaped from the Edwards county jail some three weeks ago.

Eureka has again been honored by the appointment of one of its citizens to a position high in state Good Templar work, making two of these officers the city now holds the position is Special Deputy Grand Chief of the fifth district, which comprises Woodson, Greenwood, Williamson, Elk, Montgomery and Chautauque, and the lucky appointee is T. V. Blumens of this office, the news of whose appointment will doubtless be received gladly by his many friends here.—Eureka Republican.

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115-121

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Saturday, Oct. 30, '86

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Large Fiddle Dishes,	5 " "
" Sauce Dishes,	5 " "
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" Cream Pitchers,	5 " "
" Sugar Bowls,	5 " "
" Spoon-holders,	5 " "

Tinware.

Dippers,	5 Cents Apiece.
Cups,	5 " "
2 Quart Pans,	5 " "
3 Quart Pans,	5 " "
Bread Pans,	5 " "
6 Qt. Covered Buckets,	10 " "
6 Qt. Covered Buckets,	10 " "
Dinner Buckets,	25 " "

I also carry a full line of larger sized goods at 10 cents apiece.

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Knife Boxes,	15 " "
Lamps,	25 " "
Lamps,	35 " "
Lamps, Larger Size,	50 " "
Lamps, Extra Finished,	1.00 " "
Soap, 3 Cakes in a Box,	5 " "
Soap, 3 Cakes in a Box,	5 " "
Three Child's Handkerchiefs for Ladies' Handkerchiefs 5 cents apiece.	
Ladies' Handkerchiefs 10 cents apiece.	
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Extra All Linen Towels 10 cents apiece.	
Large Bath Towels 25 cents apiece.	
Fine Assortment of Baskets 10 to 50 cents.	
Fine Assortment of Vases 15 cents to \$1.50.	
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Fine Assortment of Albums 25 cents to \$3.00.	
Full Assortment of Scrap Albums 10 cents to \$2.	
Decorated Sets, 44 pieces, \$6 per set.	
A Large Washbowl and Pitcher for \$1.	
Coal Oil Stoves \$1 Each.	
Children's Trunks from 80 Cents to \$1.25.	
Dolls, All Sizes from 5 cents to \$2.	
Large Assortment of Decorated Cups and Saucers 50 to 1.50.	
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